

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

WHAT IS CLAIMED IS:

1. (previously presented) A method for controlling a motor vehicle drivetrain system, which motor vehicle drivetrain system has a drivetrain (122) and a combustion engine (124) for the purpose of driving drivetrain (122) and which motor vehicle drivetrain system has an electronic engine control unit (132) that controls the combustion engine (124) and an electronic transmission control unit (110) for the purpose of controlling at least one of first or second torque transmission device (114, 116) or gearbox device (102, 106) where the electronic engine control unit (132) has a signal output connected to the transmission control unit (110), the signal output for transmitting signals to the transmission control unit (110), and a signal transmission link connected to the transmission control unit (110), the link for receiving signals from the transmission control unit (110), comprising: determining, using the electronic engine control unit (132) and the signals received or transmitted by the electronic engine control unit (132), whether there is a functional impairment in the first or second torque transmission device (114, 116) or, actuation device (106), or the electronic transmission control unit (110); and limiting, using the electronic engine control unit (132), maximum permissible engine torque of the combustion engine when the electronic engine control unit (132) has determined a functional impairment in the first or second torque transmission device (114, 116) or, the actuation device (106), or the electronic transmission control unit (110), wherein the second torque transmission device (116) is an electric motor.

2. (previously presented) A method for controlling a motor vehicle drivetrain system, which motor vehicle drivetrain system has a gearbox device (102, 106) arranged in a drivetrain (122) or at least one torque transmission device (114) arranged in drivetrain (122) where the motor vehicle drivetrain system has a combustion engine (124) for the purpose of driving the drivetrain

(122) as well as an electronic engine control unit (132) that controls the combustion engine (124) and an electronic transmission control unit (110) for the purpose of controlling the gearbox device (102, 106) or the at least one torque transmission device (114), comprising: determining whether the electronic transmission control unit (110), actuation device (106), or the torque transmission device (114) is functionally impaired; and limiting maximum permissible engine torque of the combustion engine (124) when it is determined that the electronic transmission control unit (110), the actuation device (106), or the torque transmission device (114) is functionally impaired, wherein the actuation device (106) is an electric motor.

3. (previously presented) A method for controlling a motor vehicle drivetrain system, which motor vehicle drivetrain system has a gearbox device (102, 106) arranged in a drivetrain (122) or at least one torque transmission device (114) arranged in drivetrain (122) where the motor vehicle drivetrain system has a combustion engine (124) for the purpose of driving the drivetrain (122) as well as an electronic engine control unit (132) that controls the combustion engine (124) and an electronic transmission control unit (110) for the purpose of controlling the gearbox device (102, 106) or at least one torque transmission device (114), comprising: determining whether between the electronic transmission control unit (110) and the electronic engine control unit (132) there is a data or signal communication or there is a functioning data or signal communication or whether the electronic transmission control unit (110) is functionally impaired or whether the gearbox device (102, 106) or the torque transmission device (114) is functionally impaired; ascertaining a speed of the vehicle (100), a status of a brake (140) of the motor vehicle (100), torque for the idle controller, or a position for a selection lever that can be actuated by a driver of the vehicle; and, turning off the combustion engine (124) when it is determined that the electronic transmission control unit (110) is functionally impaired, or there is a functional impairment in the gearbox device (102, 106) or in the torque transmission device (114) and when it is ascertained that the brake (140) of motor vehicle (100) is actuated, or the vehicle speed is less than a predetermined speed limit, or the engine speed is less than a predetermined boundary, or the idle controller torque is greater than a predetermined boundary value, or the selection lever

is neither in the park position nor in the neutral position.

4. (previously presented) The method according to Claim 2, further comprising: determining by means of the electronic engine control unit (132) whether there is a data or signal communication or a functioning data or signal communication between the electronic transmission control unit (110) and the electronic engine control unit (132) or whether the electronic transmission control unit (110) is functionally impaired or whether the gearbox device (102, 106) or the torque transmission device (114) are functionally impaired or limiting the maximum permissible engine torque by means of the electronic engine control unit (132) or turning off the combustion engine (124) by means of the electronic engine control unit (132).

5. (previously presented) The method according to Claim 3, further comprising: determining by means of the electronic engine control unit (132) whether there is a data or signal communication or a functioning data or signal communication between the electronic transmission control unit (110) and the electronic engine control unit (132) or whether the electronic transmission control unit (110) is functionally impaired or whether the gearbox device (102, 106) or the torque transmission device (114) are functionally impaired; or limiting the maximum permissible engine torque by means of the electronic engine control unit (132); or turning off the combustion engine (124) by means of the electronic engine control unit (132).

6-20. (cancelled)

21. (previously presented) A safety system for a motor vehicle (100), where the safety system can receive, transmit and process electronic signals and has a memory device (136) in which there is stored at least one control program (138) that controls a method according to Claim 1.

22. (previously presented) The safety system according to Claim 21, wherein the safety system (134) comprises an electronic engine control unit (132) and the electronic engine control unit (132) can receive, transmit and process electronic signals and has the memory device (136) in which there is stored at least the control program (138) that controls said method.

23. (previously presented) A motor vehicle with a drivetrain system, which drivetrain system has a drivetrain (122) coupled with a combustion engine (124) and when in operation is loaded

by the combustion engine (124) and that on a power output side is coupled with wheels (126, 128) of the motor vehicle (100) so that wheels (126, 128) can be driven by means of combustion engine (124), whereby in drivetrain (122) there is arranged a transmission (102) that can be actuated by means of a gearbox actuation device (106) by means of which a gear ratio given in the drivetrain (122) between the combustion engine (124) and the drivable wheels (126, 128) can be altered where, at least there is in the drivetrain (122) a starting clutch (114) that can be actuated by means of a clutch actuation device (116) and where the drivetrain system has an electronic engine control unit (132) for the purpose of controlling the combustion engine (124) and an electronic transmission control unit (110) to control the gearbox device (102, 106) or a gearbox actuation device (106) or the starting clutch (114) or clutch actuation device (116), whereby a brake (140) is provided for the purpose of braking the motor vehicle (100) where there is provided an idle controller that controls the combustion engine (124) or a fuel calculation member in operation in such a way that an engine torque is increased when an engine speed falls below an idle speed in order to raise the engine speed to or above that idle speed and where an engine output as well as selectable gear ratios of the drivetrain (122) and a regulatory function of the idle controller controlling the engine speed are such that when a gear ratio is selected and the drivetrain (122) is engaged, the engine torque could be raised to a value such that a braking torque of the brake (140) would not suffice to bring about a deceleration of the device (100), whereby, there is provided a safety system (134) according to Claim 21, which ensures that motor vehicle (100) can be braked by means of brake (140) with the drivetrain (122) engaged and with each gear ratio that can be selected in drivetrain (122).